

# Montana and the sky



Department of Transportation - Aeronautics Division

Vol. 44 No. 12

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## So Long....

Its been good to know you, all the great people throughout the state that I've met, worked with or socialized with over the last 32' years. Yes, I decided to leave state government after many years, its time for a change.

During this time, I've traveled nearly every highway and landed on almost every airport. I've always enjoyed traveling, meeting people, attending airport functions, meetings, etc. Most of the 65 unicomms were installed with my help as were many of the NDB facilities, runway light radio controllers and some runway lighting systems.

Repairs to VASI's and PAPI's and other systems were always an enjoyable challenge.

Much thanks to all of you who helped me over these years, whether with a ride to town, installing NDB poles, attending airport board meetings to gain support for some project, or tie-



ing down an aircraft.

When I started in May 1961 Frank Wiley was Director, followed by Chuck Lynch, Judge Bill Hunt and now Mike Ferguson. During the early years, the Aeronautics Division had adequate funds to build many airports and offer other worthwhile programs.

I worked with Dick Monroe in beginning some of the first mechanics and flight instructors classes held in the United States. Over the years, my duties and responsibilities increased. The Aeronautics Commission/Division has treated me well and I will miss the staff and many friends.

I plan on remaining in Helena with my wife Sharon and collect and repair old clocks (my new profession?), become more involved with antiques and explore some other interests. Besides old clocks, I collect old props - generally dinged-ones that you may wish to get out of your sight. Let me know.

The future for the Aeronautics looks great. The new fuel tax revenues will allow us to provide Pan Am Weatheration stations, reactivate old airport programs, update radio equipment, provide airport grants and loans, etc. I will perhaps miss this challenge, but perhaps not. I hope you will give my successor the same consideration and kindness that you've shown me.

*Jerry Burrows*

## Winter Survival Clinic Planned

The Division is excited to announce that it is able to reinstate its winter survival clinic after a nine-year program lapse. The clinic was last held in 1985 and discontinued due to lack of funding which forced budget cuts.

The clinic is being offered and partially funded at the request of the survivors of two Montana pilots who died in separate accidents. Debbie Surratt of Billings lost her husband Terry in January 1992 when he died of exposure after his iced-up airplane went down in the mountains north of Drummond. The Roger Copeland Family lost their husband, son and brother in September 1993 when he went down over Mullen Pass.

Skip Stoffel of the Emergency Response Institute in Seattle will instruct participants. The clinic is designed to teach survival skills under adverse weather conditions and offers practical information in survival techniques for anyone travelling in winter.

Tentative dates are March 4 - 6, 1994. Classroom instruction will begin in Helena on Friday evening and continue through Saturday morning. The clinic will then move to a location near the Lincoln Airport for further training and chance to try out the skills learned in the classroom. The field "hands-on" training will last until Sunday afternoon.

Detailed information will be mailed to registered pilots early in February. Fifty applicants will be chosen to participate in the field session at Lincoln. Classroom session are open to the general public.

For further information contact the Division at 444-2506.

# Administrator's Column

**Product Liability Stalled:** Although the 15-year statute of repose legislation had been gaining momentum with over 265 House and 35 Senate co-sponsoring the bill and passage by the Senate Commerce Committee, it hit a roadblock when opponents threatened to block the Airport Improvement Program (AIP) bill if the statute of repose is attached which was what Senators Kassebaum (KS) and McCain (AZ) planned to do. So Senator Kassebaum put a "hold" on the AIP bill to prevent voting on the AIP bill without the amendment. So we now have a stalemate and nothing will probably be done until after the first of the year. It is anticipated that Congressmen will be heavily lobbied during the holiday break.



**Comments on Extending Medical Exams Due:** The FAA has given until January 3, 1994 to receive comments on your opinions as to whether or not you support extending your third class medical exam intervals from 24-months to 48-months. The proposal would only effect third-class medical exams for private pilots who are non-instrument rated, recreational pilots and student pilots. The United Kingdom has, since 1986 had a five-year third class medical requirement without degrading safety. The proposal would not change the Federal Aviation Regulation 61.53 which requires a pilot to "ground" themselves if they should experience any medical condition which would affect their ability to safely fly an aircraft. Your comments must be in triplicate and mailed to the FAA, Office of Chief Counsel, Attention Rules Docket 27473, 800 Independence Ave. SW, Washington DC 20591.



**NTSB Annual Report:** The National Transportation Safety Board's 25th Annual Report to Congress has been completed which highlights many of the Board's many significant accident investigation and recommendations. This report is available so if you would like to have a copy please give our office a call.



**Winter Survival Training Clinic:** In the October issue of Montana & the Sky we wrote about reinstatement of the winter survival training clinic which will be partially funded through the Terry Surratt Memorial established by Debbie Surratt, Terry's widow. The Roger Copeland family has recently donated money from the Roger Copeland Memorial to help with funding of the clinic. See more on this clinic elsewhere in this publication.

## Billings - Home of the 1994 Montana Aviation Conference

As Chairman for your host city and with the help of the best conference volunteer group ever, we hope to bring you the greatest conference known to Montana aviation.

Featured this year, along with our theme "General Aviation Moving into the 21st Century", is Paul Poberezny, founder EAA; David Hinson, FAA Administrator (invited and pending confirmation); and Julie Clark — we even got Jerry Cockrell to pay us to come! Saturday night's entertainment will feature the Calamity Jane Players, a show that I know you will love!

We are working very hard to make all of the concurrent, educational and recurrent sessions worth coming to Billings.

Billings has added several large discount stores and national chain restaurants since the last conference so bring your credit cards and enjoy our city.

Your check ride is scheduled for:

**Date:** February 23-26, 1994. **Place:** Holiday Plaza Hotel, Billings, MT

Make your reservation early. I would like to thank the Billings host volunteer committee - they are doing a great job! See you in Billings.

Rick Jansma, Chairman for your host city



*Montana and the Sky*  
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## **ALOA Scholarship**

A Love of Aviation Scholarship (ALOA), the scholarship established last year by an anonymous donor due to the retirement of the Van De Riet Flight Scholarship will again be awarded in 1994.

The \$250 scholarship is to be used to help defray costs of flight instruction and will be presented during the 1994 Montana Aviation Conference in Billings.

Award of the scholarship will be based on applications in the form of a letter explaining the reasons for applying, future career goals, past aviation experience and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call Debbie Alke at 444-2506 for more information. Letters must be received no later than January 31, 1994.

## **99s Scholarship**

The Montana Chapter of the Ninety Nines will award the third annual Esther Combes-Vance/Vern Vine Memorial Scholarship at the Montana Aviation Conference in Billings. The scholarship is to aid the financing of a female student pilot's flight training.

Applicants must be at least 16 years old, reside in Montana and receive training in Montana.

Interested applicants must submit an essay of approximately 500 words stating the reasons for wanting to learn to fly, including where the interest began and plans for their private pilot certificate. In addition, applicants must include their plans for contributing to the growth and betterment of the Montana Ninety Nines. Other applications materials are required.

For more information or to obtain an application call or write: Tina Pomeroy, 1214 West Crawford, Livingston, MT 59047, phone 222-6826; or write to Gail Sanchez-Eaton, 719 So. 9th, Bozeman, MT 59715.

The application deadline is February 10, 1994.

## **Spirit of Aviation Award**

Dr. Jerald Cockrell, presented the Spirit of Aviation Award at the 1993 Montana Aviation Conference in Missoula. The award originated by Dr. Cockrell and presented to Ann B. Humble in 1993 is a non-aviation award that recognizes a Montanan who has made many lifetime contributions.

The award is designed to educate and introduce non-aviators into the aviation community.

The recipient will be invited to the 1994 Montana Aviation Conference in Billings to accept the award.

The Aeronautics Division is seeking nominations for the 1994 Award. Please submit a short biography and cover letter to the Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call Debbie Alke at the Division for more info.

## **Calendar**

**January 20** — CAP Awards Ceremony, Billings. Call Steven Heffel, 238-7405.

**January 25** — AMAA Annual Meeting, Heritage Inn, Great Falls.

**Feb. 4 - 6, 1994** — Flight Instructor Refresher Clinic, Helena.

**Feb. 23 - 26, 1994** — Montana Aviation Conference, Billings.

**Feb. 27 - March 2, 1994** — Upper Midwest Aviation Symposium, Bismarck, ND. '94.

## **Aircraft Registration Begins**

The Aeronautics Division mailed 2610 aircraft registration invoices in early December for the 1994 registration year. All aircraft **MUST** be registered and/or accounted for by the Division not later than March 1, 1994. The penalty for those not registering an aircraft is very severe - 5 times the fee plus the fee. The Division is mandated by law to impose this penalty against all aircraft not accounted for by the March 1 deadline.

Montana law also states that, "A person who owns or causes or authorizes an aircraft to be operated or who operates an aircraft without a registration decal displayed on the aircraft commits a misdemeanor". A newly purchased aircraft must be registered within 30 days of entering the state. Aircraft coming to the state for commercial purposes must be registered and in compliance with the insurance regulations prior to commencing operation.

It is important to note that unflyable, uncompleted homebuilts, damaged or even destroyed aircraft (you may own only the paperwork for that aircraft) must be accounted for each year. Upon carefully reading the bill you receive you will note that there is no fee charged for an "unflyable" aircraft, dealer inventory aircraft, or if your aircraft was sold. You must indicate the status of each aircraft and certify that the described aircraft information, as corrected by yourself where necessary, is true and correct before returning the mailer to the Division.

A second billing will be sent in early February to those aircraft owners who have not responded.

If you need a registration form or have any questions call the Division at 444-2506.

# Airworthiness Directives and the Aircraft Owner/Operator

By: Richard A. Pemberton,  
Airworthiness Unit Supervisor  
Columbus, FSDO  
(Reprinted with permission)

"No person may operate a product to which an airworthiness directive applies except in accordance with the requirements of that airworthiness directive." This is the exact working from FAR 39.3 that specifies compliance with airworthiness directives (AD).

As owner/pilots of FAR 91 type aircraft you should be aware of your obligation to ensure that all AD's which pertain to your aircraft are documented and complied with per FAR 91.417(a)(2)(v). Let us examine what an AD is, and what it is designed to do for aviation safety. This will help us to understand the regulations more clearly.

One safety function charged to the FAA is to require correction of unsafe conditions discovered in any product (aircraft, engine, propeller, or appliance) when that condition is likely to exist or develop in other products of the same type design. ADs are used by the FAA to notify aircraft owners and operators of unsafe condition and to require their correction. ADs prescribe the conditions and limitations, including inspections, repairs, or alterations under which the product may continue to be operated.

Remember, registered owners receive the AD; therefore, it is important that owners of leased aircraft make the AD

information available to the operators leasing their aircraft as expeditiously as possible.

Compliance requirements specified in ADs are established for safety reasons and may be stated in numerous ways. Some ADs are so serious in nature that they require compliance before further flight. In some instances, the AD authorizes flight, provided a ferry permit is obtained, but without such authorization in an AD, further flight is prohibited. Other ADs express compliance in terms of a specific number of hours of operation, for instance, "compliance required within the next 100 hours time in service after the effective date of this AD."

When a direct relationship between airworthiness and calendar time is identified, compliance may be expressed as a calendar date. Another aspect of compliance that tends to be emphasized is that not all ADs have a time compliance, but may have a repetitive inspection at specified intervals after the initial compliance.

Not let us turn to the aircraft owners responsibility to ensure records are maintained on AD compliance. This responsibility may be met by ensuring that a certificated and appropriately rated maintenance person accomplishes the maintenance required by the AD and properly records it in the aircraft's maintenance records. This must be accomplished within the compliance time specified in the AD or the aircraft

may not be operated. Another good idea for the owner/pilot is to review FAR 43.9 for maintenance record entries and FAR 43.11 for inspection record entries to give you a clearer overview of what information your mechanic will be required to place in the records. FAR 91.417 addresses what the owner/operator must keep in the records. AD information can be found in FAR 91.417(a)(2)(v) which includes the following: The current status of applicable airworthiness directives including, for each, the method of compliance, AD number, and revision date. If the AD involves recurring action, the time and date when the action is required is also included.

You have reviewed the basic information on AD's including recordation, now you need to apply what you have learned. Read through your aircraft records and see if they meet the regulations. Consult an aircraft technician to answer any questions that may arise. It is a good idea to have a single listing of all ADs to make the AD search easier.

The list of ADs would preclude having to read each page of each log book to find every AD at each inspection.

For further information on this subject, you may refer to Advisory Circular AC 39-7B, AIRWORTHINESS DIRECTIVES, which can be obtained by writing to: U.S. Department of Transportation, General Services Section, M-443.2, Washington, D.C. 20590.

## Operation Airspace

The AOPA Air Safety Foundation in support of the FAA Accident Prevention Program will visit Montana in January and offer an information and enlightening evening of education and entertainment to completely inform you on the new airspace system that took effect September 1993.

You'll start off with a presentation that explores the development of our airspace system. Then experience real life situations in every class of airspace. You'll be given an Airspace Journey packet and a reproduction of the new style charts. Then you'll

take a simulated cross-country flight.

Make plans to attend the seminar that will be offered in the following four locations around the state:

**January 24** - Rocky Mountain College Fortin Education Center, Billings

**January 25** - Montana State University, Lind Bldg., Room 125, Bozeman

**January 26** - Copper King Inn, Butte

**January 27** - Heritage Inn, Great Falls



# MPA Fall Gathering



The last weekend of September brought folks to Dillon for the Annual MPA Fall Fly-in. The fly-in activities centered around the Dillon Flying Service's brand new facility. Jerry Mayala, Helena, Merrill and Sandy Pearcy, Miles City and Pat Lifty, Glendive, take five to enjoy the ideal flying weather that accompanied the event.

Cathy Hoyrup, Helena and Frank Bass, Moore, visit following the MPA Board Meeting. Cathy serves as Secretary to the group.



Dave Gates and Mike Ferguson enjoy breakfast that was provided by the Dillon Kiwanis Club as Peggy Lipscomb looks on. Saturday night folks found themselves enjoying a barbecue and kicking up their heels "Dillon" style at the hangar dance.

The old and young turned out to take part in the fly-in. Young Eagle Rides were offered to the children.

MPA members continue to do their part to introduce youngsters to flight. A Huey Cobra helicopter from the Air National Guard in Helena and a "mini airshow" conducted by the local Radio Controlled Model Airplane Club were also fly-in favorites.



Doctor Morledge, Billings and Pat Lifty watch as the Flour Bombing and Spot Landing Contests come to a close. The fly-in attracted MPA members from across the state who were hosted by the Dillon MPA Hangar. A special thanks to all the great folks at Dillon who contributed to a wonderful time.

# PanAm Software For Your PC

By: Redge Meierhenry  
Aviation Support Officer

Pan Am Weather Systems has just released their updated Weather- Modem+, RELEASE 3.0 Version. WeatherModem+ is a home PC computer software which allows pilot briefing access to our PAN AM WeatherMation and other WeatherMations around the country. Although you can access all alphanumeric products now using any standard communications package, this release is a leap forward in pilot briefing utility. Much more user friendly, this release's new features are:

## Flight Plan Filing

- file with FAA NADIN computer from home
- file screen imports information from flight plan screen

## Dramatically limproved Downloading Of Maps and Charts

- menu-driven requests with print or save options
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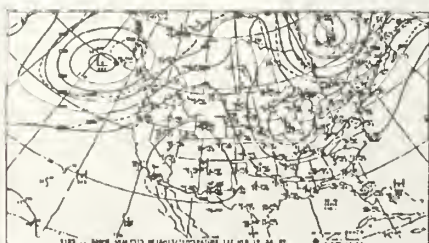
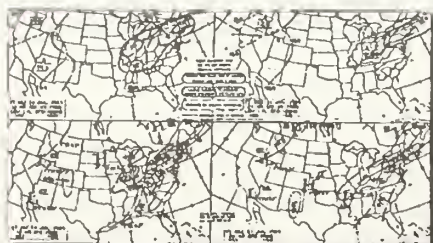
- new airport, navaid, airway, intersection and aircraft
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# Hang Gliding

By: Perry Jones  
Happy Helena Thermal Hooker

Hang gliding is a form of aviation that probably fewer than 100 Montanans practice on a regular basis. Most pilots are members of the United States Hang Glider Association (USHGA). National membership in the USHGA hovers around 10,000.

In many areas of the country, flying sites are regulated by agreements between land owners and local flying clubs. Access to these sites is often limited to those pilots who are current USHGA members with ratings commensurate to the site and requirements. Pilot proficiency is indicated by the ratings stamped on a membership card. Ratings and other sign offs are earned by the pilot demonstrating proficiency on flying these tasks and written examinations in the presence of a USHGA certified observer.

Montana, being the BIG SKY state, has very few controlled sites. Most of the flying is from public lands, or private land with the permission of land owners. The freedom to fly from a large number of suitable sites makes hang gliding in Montana a lot different than in southern California, where site preservation can be a constant problem. If hang gliding is something you'd like to try, you are living in the right place. Litigation hasn't priced this sport out of range of the average person, yet.

The safety of the hang gliding has improved considerably since the days of home made gliders built from duct tape, plastic, and bamboo. In 1977, the Hang Glider Manufacturers' Association (HGMA) adopted standards for airworthiness that have improved the safety of US built gliders.

Compliance by manufacturers to these standards is voluntary, but the net effect has been that all currently manufactured gliders in this country meet the current standards. Other countries have developed airworthiness standards as well. Many of the modern gliders in Montana are of English, Australian, or US design.

Proper equipment, attitude, maturity,



# in the Big Sky

and lessons from a certified USHGA instructor are highly advised for a safe introduction to the sport.

Until the recent advent of paragliding, hang gliding was the cheapest form of aviation. You can fly with the latest competition class equipment and instruments for under \$7,000, but many pilots start with used equipment and get into the sport for less than \$2,000.

Hang gliding design took a quantum leap forward with the advent of double surface gliders in the early 80s. Since then, performance and handling have been refined.

The best flex wing gliders have a glide ratio of about 11 or 12 to 1, and a sink rate of around 180 fpm. This level of performance has enabled pilots to have flights of more than 200 miles (the current US and world record is 303 miles) at an altitude up to the FAA imposed 18,000 foot ceiling.

Many pilots fly with oxygen in high desert environments. I have yet to fly in Montana with a pilot who does not carry a reserve parachute.

The current Montana cross country distance record is held by Carlin Onstead, a rancher living outside of Carter. On 5/9/87, Carlin foot launched from the Highwood Mountains east of Great Falls and landed on the Snowbelt Angus Ranch 28 miles south-east of Jordan. Most of his 5 hour 155 mile



flight was flown at an altitude above 10,000 feet msl in flatland thermal conditions. Carlin made two low saves on this flight, one from 200 feet agl. Barney Hallin, a Bozeman pilot, more recently flew from Red Mountain in the Butte Highlands to Harlowtown, a distance of 135 miles.

Hang glider pilots feel that hang gliding is the "flyingest flying" there is. It may be true. Getting low, scratching for lift, hooking a thermal, gaining several thousand feet in a few short minutes (1,000 fpm is not uncommon) topping out in thermal lift and cruising downwind to the next thermal at 25 to 40 mph is an experience that keeps Montana cross country pilots dreaming during

the long, cold winters. Flying wing tip to wing tip and eyeball to eyeball with a golden eagle is another real possibility. Soaring birds sometimes use hang gliders to find thermals; more often than not glider pilots follow the large raptors to find the best lift.

As in general aviation, the opportunities to squander hard earned money are endless. A good variometer, altimeter, and FM transceiver are helpful, if not essential, for cross country flying

The addicted pilot can easily rationalize the need for a GPS (for pilot and chase crew), barograph, gyroscopic bank indicator [cloud suck survival gear for the techno junkie], ballistically deployed reserve chute, oxygen.... "There isn't enough money left over to fix the leaky roof or buy new carpet, honey". In truth, some of us feel lucky if our beat up 4x4s have tires good enough to get us up to launch.

If you are interested in knowing more about the sport, please refer to the following list of certified USHGA instructors for additional information or lessons. There may be other instructors closer to where you live. Dan or Kevin can probably help you develop a solution that meets your needs.

Paradise Gliders, Dan Gravage, 629 No 2nd St, Livingston 222-7240

Big Sky Hang Gliding, Kevin Wolfe, 2412 Skyline Drive, Missoula, 721-7546.



*Perry Jones prepares and conducts a preflight review before launching to a most pleasant pastime.*

Have a Cool Yule  
and a Terrific First!  
Jenny Bunows

Merry Christmas  
& Happy New Year!  
Patty Kautz

Merry Christmas  
Barb Crouch

Chew!  
Nina Aika

Merry Christmas  
& Life Flying in 94  
Mike Ferguson



Happy Holidays  
Mike Rogan?

Merry Christmas  
Cynthia Wilkins

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